

SECURITY INFORMATION

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REPORT NO.

CD NO.

COUNTRY East Germany

SUBJECT Improvement of the East German Railroad Net
25X1C

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SUPPLEMENT TO
REPORT NO.

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1. In late January 1953, source learned that check points would be set up on the Berlin interurban railroad system along the zonal boundary. Temporary platforms divided by a control point will be built. Passengers will be required to go through this control point and then board the train again. Source made a sketch of the set-up of such a control platform scheduled to be erected between the Schoenhauser Allee and Gesundbrunnen as well as the Baumschulenweg and Koellnische Heide railroad stations. The Friedrichstrasse railroad station has at present three platforms, namely two for long distance operations and one for the interurban railroad system (S-Bahn). In order to facilitate control measures, only one of these platforms will henceforth be used for long-distance operations.¹
2. In early February, source learned that work on the connecting curves near Karow was being accelerated. The connecting curves are scheduled to be completed by 31 March. On this date, interurban railroad traffic is to be started by steam locomotives. Electric operations will be possible only after the procurement of mobile transformer stations.²
3. Surveying has been started for the route of the Michendorf-Wildpark railroad line, which will cross Lake Templin. It is planned to build a causeway 1.2 km in length over the lake with an opening in the middle for shipping.³
4. In early February, source learned that the preparations for the double-tracking of the Grossbeeren-Jueterbog railroad line had been resumed. Construction work was to be started in the spring of 1953.⁴
5. In early February, source learned that work on the construction of railroad check points at Hohenneuendorf, Hennigsdorf, Griebnitzsee and Mahlow had been suspended. Work on the control platforms near Treptow, Baumschulenweg, and Schoenhauser Allee continued.^{1 and 5}
6. Source obtained the following information on the construction of two additional tracks between the Pankow-Schoenhausen and Schoenhauser Allee railroad stations on the Berlin interurban railroad system:
The tracks will branch off from the S-Bahn Ring at the Schoenhauser Allee station. The track from Schoenhauser Allee to Pankow will parallel the present S-Bahn Ring tracks. The track from Pankow to Schoenhauser Allee at first follows the present freight tracks. Behmstrasse will probably be crossed by the track, which would offer the double purpose of blocking a street leading into the Western sector of the city and

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- 2 - [REDACTED]

25X1X saving the money and material for the construction of a railroad overpass. North of Behmstrasse, the new S-Bahn line will continue double-track as far as Pankow, utilizing an existing roadbed.⁶

- [REDACTED] 7. In early February, source learned that work on the staking out of the Wildpark-Michendorf railroad line had been started. The cost of the project has been estimated at 60 million eastmarks, of which 30 million will be allocated this year, the remainder in 1954.³
8. In early February, source obtained the following information:
- a. The construction at Hoppenwalde railroad station of a loading ramp and a cart road, 100 meters long, was approved. The end-loading ramp will be 20 meters in length and width, while the side-loading ramp will be 80 meters long and 12 meters wide. The ramps will have a load capacity of 80 tons.⁷
 - b. The construction of the spur track leading from Guennitz toward Droegeheide in the Torgelow area was completed in late January.⁸
 - c. The spur track from Vogelsang to Grunewald (Schorfheide) was completed on 31 January.⁹
 - d. Work on the construction of the roadbed of a railroad line from Borchtitz to Glove on Ruegen Island was started.¹⁰

- 25X1A 1. [REDACTED] Comment. For sketch of railroad check points, see Annexes 1 and 2. Information on the establishment of such railroad check points was transmitted previously. [REDACTED]

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- 25X1A 2. [REDACTED] Comment. The connecting curve near Karow belongs to the Nordring Berlin, which was completely double-tracked by 15 December 1952. The improvement of this Nordring is of great importance, as it would have to handle heavy traffic after an isolation of West Berlin from the eastern sector of the city and East Germany. As to the intended electrification of this line, [REDACTED]

- 25X1A 3. [REDACTED] Comment. It was previously reported that the new line would not be completed before 1954. [REDACTED]

- 25X1A 4. [REDACTED] Comment. The double-tracking of this line was included in the 1953 construction program. [REDACTED]

- 25X1A 5. [REDACTED] Comment. The suspension of construction work on the railroad check points at Hohenneuendorf, Hennigsdorf, Griebnitzsee and Mahlow is plausible, because the establishment of check points along the dividing line between East and West Berlin is more urgent. Moreover, the former group of railroad stations will not require extensive construction work after the division of the Berlin city railroad system.

- 25X1A 6. [REDACTED] Comment. For sketch of the connecting curve at the Schoenhauser Allee railroad system, see Annex 3. Information on this project, which is designed to eliminate the French Sector of Berlin, was transmitted previously. See [REDACTED]

- 25X1A 7. [REDACTED] Comment. These two loading ramps will certainly be used by VP units stationed in the Torgelow-Eggesin area.

- 25X1A 8. [REDACTED] Comment. Information on the construction of this branch line was transmitted previously, while the completion date is mentioned for the first time. [REDACTED]

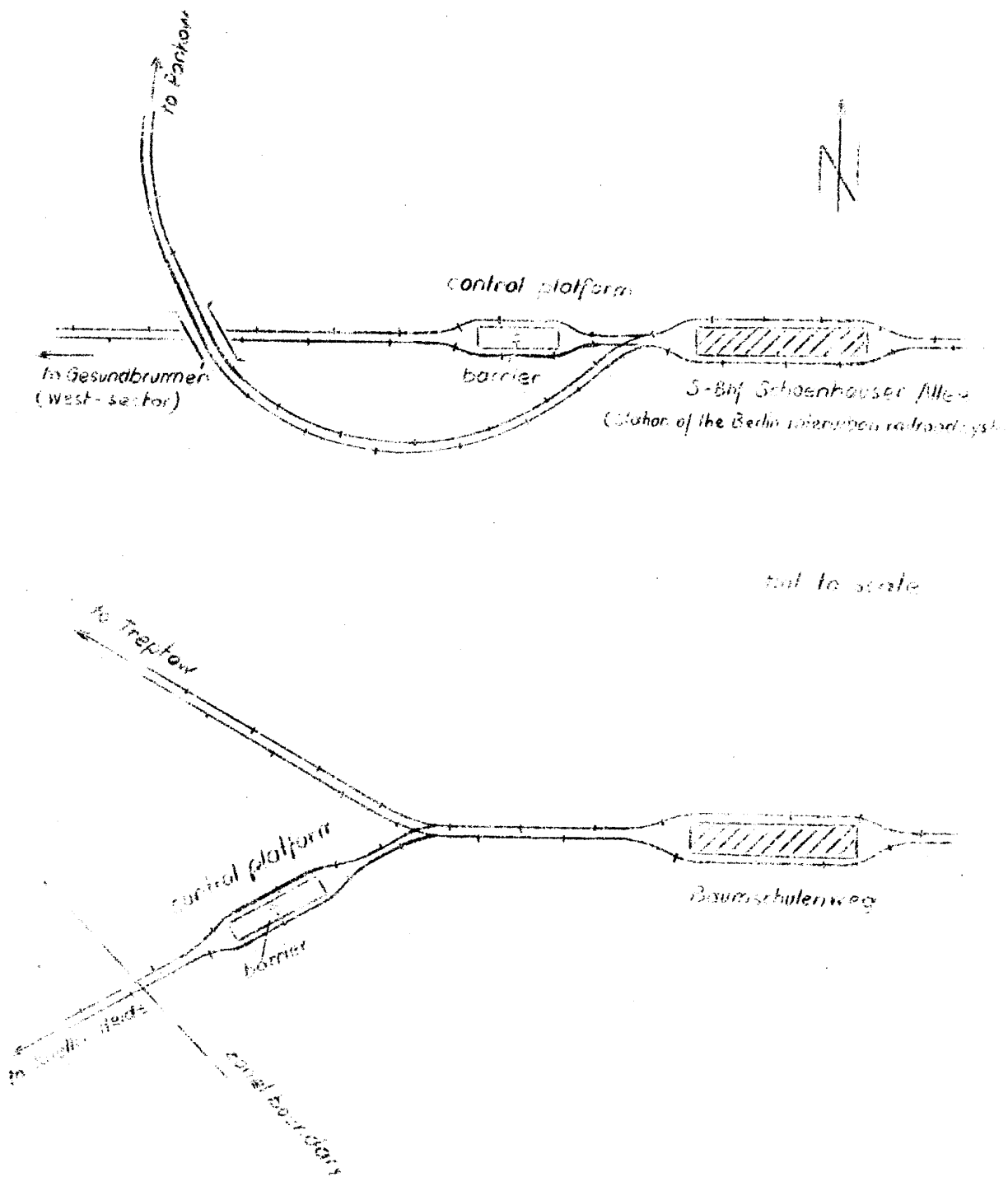
- 25X1 9. [REDACTED]
- 25X1 10. [REDACTED] Comment. This branch line will service the naval base under construction on Ruegen Island. [REDACTED]

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Sketch of Railroad Check Points at Schoenhauser Allee
and Baumschulenweg Railroad Stations



not to scale

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ANEX 2

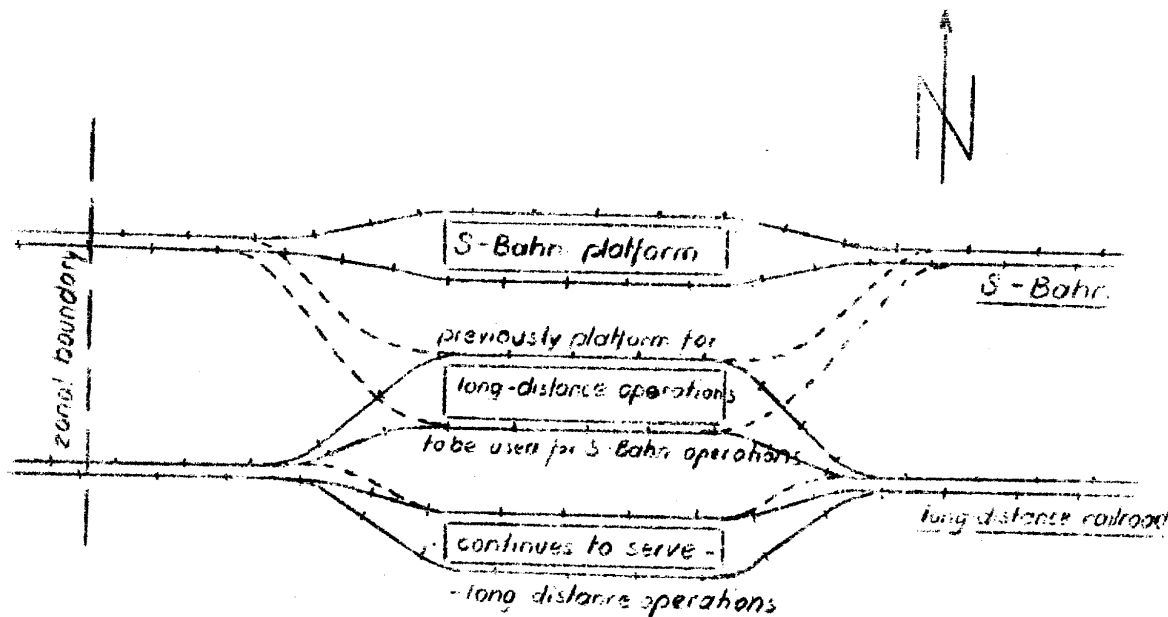
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Railroad Check Point at Berlin-Friedrichstrasse Railroad Station



----- = rerouting of tracks

S-Bahn = track of the Berlin interurban railroad system

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Connecting Curves to Be Built at Schoenhauser Allee Railroad Station